



MARINE SAFETY NEWSLETTER



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The Marine Safety Newsletter is published by the USCG Marine Safety and Environmental Protection Directorate to collect and disseminate information that is of general interest to the maritime community. The monthly Newsletter prints abstracts of major USCG rulemakings, studies, special projects, and related events. Articles from non-Coast Guard sources may not represent USCG policy or views.

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NEWS

USCG Deploys Merchant Mariner's Licensing and Documentations System to Regional Examination Centers

RADM J. C. Card, Chief, Marine Safety and Environmental Protection, recently announced a new advancement in merchant marine licensing and documentation. On March 6, 1996, the Coast Guard began deployment of the Merchant Mariner's Licensing and Documentation (MMLD) system, a joint effort of the Coast Guard National Maritime Center (NMC) and the Office of Information Resources at Coast Guard Headquarters. The prototype was developed in 1992, and extensively tested at the Regional Examination Centers (RECs) in New Orleans and Seattle. The prototype was modified and enhanced under the direction of the Marine Personnel Division, NMC, and is a user friendly and effective tool for the Marine Licensing program. This national database provides the RECs, Marine Safety Offices and other related commands direct access to license, merchant mariner's document (MMD), examination, and sea service information.

Software installation and training has occurred at all RECs and Monitoring Units except New Orleans, Memphis, St. Louis, San Juan and Guam. RECs New Orleans and Memphis are expected to be on-line by September 30. RECs have been extremely pleased with MMLD and are enthusiastic about the ongoing process of improvements.

The enhanced MMLD was designed to reduce the administrative burden on the RECs, improve customer service, and reduce work, previously required under the old manual record keeping system. Some of the capabilities provided are: the ability to review and service every mariner's license, MMD, and sea service history on line; to determine, in most cases, the data required to issue a duplicate license or MMD, without verification from another REC or the National Maritime Center; and to print license, STCW certificate or into the database. This is a major step toward improving our service to the maritime public.

For additional information, contact Mrs. Justine Bunnell, Project Officer, National Maritime Center, (NMCA), 4200 Wilson Blvd., Suite 510, Arlington, VA, 22203-1804, Telephone (703) 235-1951.

American Vessel Documentation Association Meets at National Vessel Documentation Center

On August 26, the National Vessel Documentation Center (NVDC) hosted the Semi-Annual Meeting of The American Vessel Documentation Association (AVDA) at its facility at Falling Waters, WV. Mary Bacon, AVDA's President called the conference a historic meeting between members of AVDA and the U.S. Coast Guard. In her words, "The relationship between AVDA and NVDC is important to the continued growth of our communications and partnership."

Members of AVDA expressed overall satisfaction with the progress of centralization, saying that they have been "inundated" with documents over the past weeks, and despite their former doubts, centralization has worked to the benefit of all. As one member said, "A year ago we were saying 'How will we cope?' Today, we know that the system is working and working well."

During their tour of the NVDC, AVDA members were impressed with innovations such as bar code tracking of files, automated availability of forms by facsimile mail, and the presence of the most commonly used documentation forms on the World Wide Web. They were also pleased to learn of the NVDC plans to implement payment of funds through debit cards and electronic funds transfers.

AVDA, a nonprofit corporation, with a membership of more than 50 professionals documentation services, was founded February 15, 1995, in response to centralization of Coast Guard documentation functions. Its goals include certification of members, educational programs, networking, and interaction with the Coast Guard to define and implement legislation.

The Coast Guard has encouraged formation of professional organizations such as AVDA, viewing interaction with such groups as an opportunity for better customer service through partnership.

NEWS (CONT'D)

USCG Publishes NVIC on Interim Rule on Security for Passenger Vessels and Passenger Terminals

July 18, 1996, the Coast Guard published a Navigational Vessel Inspection Circular No. 3-96 giving guidance on the application of the recently published interim rule (IR) implementing requirements for security of passenger vessels and passenger terminals. These plans are the basis for industry's security planning and operations.

The NVIC and the regulation and the related IMO Maritime Safety Committee Circular No. 443 are available on the U.S. Coast Guard Marine Safety Home Page (www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm).

USCG Publishes Final Rule on Facilities Transferring Oil or Hazardous Materials in Bulk

The Coast Guard is revising the regulations covering facilities transferring oil or hazardous materials in bulk. These revisions are intended to update and clarify the current regulations. The revisions should result in regulations that are more effective in providing a high level of safety and environmental protection.

This rule is effective on February 5, 1997. The Director of the Federal Register approves, as of February 5, 1997, the incorporation by reference of certain publications listed in the regulations.

Unless otherwise indicated, documents referred to the preamble are available for inspection or copying at the office of the Executive Secretary, Marine Safety Council (G-LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street SW., Room 3406, Washington, DC 20593-0001, between 8 a.m. and 3 p.m., Monday through Friday, except federal holidays. The telephone number is (202) 267-1477. For further information contact LTCDR John W. Farthing, Office of Compliance, (202) 267-0505.

STCW Certificate Reminder

All ABs, pumpmen, tankerman assistants, and any other ratings holding lifeboat tickets who sail in international waters must possess a supplementary form of shipboard identification, known as an STCW certificate, by October 1st.

The deadline is earlier for deck department Seafarers joining LNG vessels; those mariners now must have the STCW certificate in their possession when signing on the LNG ships, in order to comply with an international treaty.

Additionally, engine department members with watchstanding ratings will need the STCW identification by February 1997.

For more information on acquiring the certificate, seafarers should contact their port agent or the Coast Guard Regional Exam Center (REC) nearest their home port. Or, they may call the Paul Hall Center at (301) 994-0010, extension 5270.

Also, ABs and pumpmen who sail tankers now need a tankerman assistant endorsement. It is not necessary to go to an REC to get this rating, but must keep in their possession (while aboard ship) discharges or a letter proving at least 30 days seetime aboard tankers during the last five years. They then will be considered "grandfathered" for the endorsement.

USCG Publishes Vessel Traffic Services Area - Final Rule

On August 29, 1996, the Coast Guard published a final rule {61 FR 45323} expanding the boundaries of Vessel Traffic Services New York (VTSNY).

This rulemaking provides the vessel Traffic Center with a more complete vessel traffic image for the entrances to New York Harbor via Ambrose Channel, Raritan Bay, and Long Island Sound. The VTSNY area expansion will assist in safer more efficient vessel transits in congested New York Harbor channels and reduce the potential for groundings, rammings, and collisions.

This rule is effective on December 1, 1996. There will also be a VTS User Familiarization" period which will be implemented on the date of publication and terminate on the effective date.

For additional information or to obtain a copy of this final rule call Ms. Irene Hoffman, Project Manager, Office of Vessel Traffic Management (G-MOV), 2100 Second Street,

NEWS (CONT'D)

SW Washington, DC 20593-0001, telephone (202) 267-6277 or fax your request to (202) 267-4826. This document can be found on the World Wide Web at www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.ntm.

Cook Inlet RCAC Steps Up Outreach Efforts

The Cook Inlet Regional Citizens Advisory Council (RCAC) will be distributing a new brochure and survey as part of a concerted effort to inform the general public about the Council and its activities. Created in 1990 under Oil Pollution Act of 1990, the Cook Inlet RCAC is still a relatively unknown entity in the Cook Inlet region. The mission of the Council is "to ensure the safe operation of the oil terminals, tankers, and facilities in Cook Inlet, so associated environmental impacts with the oil industry are minimized."

The Council's Executive Director, Anne McCord, noted the Council's work on oil spill response and operations issues and environmental monitoring is well known by government and industry. However, the Council exists for the public interest. Congress mandated creation of this Council to inform and empower the public in the region; yet, few people on the street have heard of them. The Cook Inlet Regional Citizens Advisory Council (RCAC) is frequently confused with the Cook Inlet Region, Inc. (CIRI) and Cook Inlet Spill Prevention and Response, Inc. (CISPRI).

Another resource the Council has, which is available to the public, is an extensive library of oil related information. Cook Inlet RCAC council members and staff are available to give presentations on Cook Inlet RCAC's efforts to serve the public of the Cook Inlet region.

For more information, contact RCAC at 910 Highland Avenue, Kenai, Alaska 99611-8033, or phone (907) 283-7222, or fax (907) 283-6102.

ABS Safenet is Launched

ABS Chairman Frank Iarossi launched the next stage of ABS 2000. The SafeNet system is service for shipowners and operators providing them with exclusive and secure access to technical and survey information for their vessels. SafeNet is a life-cycle ship-management and information network including a planned hull-maintenance program, which can incorporate a SafeHull structural analysis. SafeNet will also include a planned maintenance program for machinery which can also be linked to an existing program in use by the shipowner.

SafeNet will contain a broad range of general information on ABS, including directories and services. Owners will be able to find information on required documents for entering a specific port state, requirements for steel replacements, and how to develop an enhanced survey plan. To keep the information current, continuous updates to the ship-specific data will be entered by a dedicated SafeNet team at ABS. SafeNet may be linked to other software packages currently in use by the shipowners.

The first module, to be released later this year, will include on-line access to the ABS Survey Status database in addition to general technical information such as ABS design documentation, statutory requirements, and port-state-control check sheets, as well as publications and directories.

Major Conversion Determinations Shifted to Marine Safety Center

In the interest of providing better service to the Marine Industry, the authority to make determinations of major conversions will now be made at the Coast Guard Marine Safety Center on behalf of the Commandant. This change became effective on July 30, 1996. Major conversion determinations have long provided a way to ensure vessels keep pace with current safety requirements. Since the Coast Guard Safety Center deals directly with industry regarding the application of existing regulations, the delegation of this authority will reduce administrative overhead and provide for a more rapid response. These determinations are used by the Coast Guard to encourage the proper repair of existing vessels. When a "major conversion" is planned, the vessel, or section affected by the modification, is brought into compliance with the latest safety standards.

NEWS (CONT'D)

Title 46, USC 2101 (14a) defines a "major conversion" as a conversion of a vessel that:

- (A) substantially changes the dimensions or carrying capacity of the vessel;
- (B) changes the type of the vessel;
- (C) substantially prolongs the life of the vessel; or
- (D) otherwise so changes the vessel, as decided by the Secretary.

This delegation of authority to the Marine Safety Center applies to all vessel types. This also includes determinations often requested by the Officer in Charges, Marine Inspection to decide whether ABS can review plans on behalf of the Coast Guard under Navigation and Vessel Inspection Circular (NVIC) 10-82. Questions regarding major conversion determinations should now be directed to MSC-2, at (202) 366-440..

Fire Safety/Protection Engineering Organizations Sign Memorandum

The world's premier fire safety/protection engineering organizations have signed a memorandum of intent to form the International Fire Safety Engineering Institute (IFSEI). The organizations involved are the Institute of Fire Safety (U.K.), the Society of Fire Safety (Australia), and the Society of Fire Protection Engineers (U.S.). The IFSEI will be a global federation of institutes, societies and similar organizations dedicated to the advancement of fire safety/protection engineering. Through this medium, the organizations involved hope to realize mutual recognition of designated fire safety professionals, international dissemination of technical and scientific information relevant to the profession worldwide, and greater awareness of the profession and its practitioners. The interim secretariat is the Society of Fire Protection Engineers (SFPE). For information contact: SFPE, One Liberty Square, Boston, Mass. 02109-4825 or telephone (617) 482-0686 or fax (617) 482-8184.

Reorganization of the Ministry of Defense Salvage and Mooring Organization

The United Kingdom Ministry of Defense Naval Support Command, the Salvage and Mooring Organization, has been transferred from the Directorate of Marine Services (Naval) to the Directorate of Naval Logistics Policy (Operations and Plans) as a quasi-autonomous sub-branch under the Chief Salvage and Mooring Officer.

The points of contact for the Salvage and Mooring Organization are: Mr. D. M. D. Keogh, Chief Salvage and Mooring Officer, tel.: Bath 01225-472527, fax: Bath 01225-472671 and pager: 01399 1133-720965

USCG Announces Environmental Award Program

The second annual William M. Benkert Marine Environmental Protection Award is now accepting applications. The award recognizes environmental excellence and achievement in maritime operations by marine vessel and facility operators.

The award is named in honor of RADM William M. Benkert (1923-1989), a distinguished Coast Guard officer known for his leadership and vision in marine environmental protection. It is presented annually for outstanding marine environmental protection achievements extending beyond compliance with industrial and regulatory standards.

Objectives of the award are to increase public awareness of the importance of protecting the marine environment; encourage adherence to the international environmental management system protocol being developed by the International Standards Organization; encourage innovations in operations, maintenance, cargo handling, waste management, training and other industrial activities; and provide a means for winners to share their successful methods and techniques with others in the industry.

Organizations will be evaluated in four categories based on the size of the company and type of operations. They include the environmental management precepts and practices; organizational management practices, activities, programs and services; organizational outreach and partnership activities; and organizational ability to measure and monitor environmental performance. The award selection process will begin in August and conclude in October. Presentation of the William M. Benkert Award will be in November.

NEWS (CONT'D)

Coast Guard Yard to get "Facelift" With New Shiplift

Information on the program is available from local Coast Guard marine safety offices and captains of port or by writing to : Commandant (G-MRO-1), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, DC 20590-0001.

For the past 55 years, the Coast Guard Yard in Baltimore has protectively cradled countless Coast Guard vessels in its dry dock. Work performed there added years of service to the vessels that visited. Work in the dry dock hasn't changed a great deal since it began some five decades ago, but this is all about to change.

A little over a year from now, the Yard will herald the arrival of a state-of-the-art replacement for the Yard's aged dry dock as the "Shiplift" is unveiled. A major step in the modernization of the industrial facility, the Shiplift will be the center of revitalization and crucial to the Yard's future, allowing the Yard to be more competitive while meeting new environmental standards.

Maryland Senator Paul S. Sarbanes, who attended the groundbreaking ceremony for the Shiplift, said, "Securing the Shiplift wasn't an easy task, but we will fight for the Yard any day of the week because you consistently give this Nation top quality service."

The 3,500-ton, land-based shiphandling facility or Shiplift is a modern replacement for existing, aged, floating dry docks in use at the Coast Guard Yard since the 1940s. The Shiplift offers lower maintenance costs, is environmentally friendly, and increases the Yard's capability to concurrently work on five vessels. The \$18 million Shiplift project will be ready for operation in late summer 1997.

The Shiplift is an elevator platform for lifting a ship out of the water. It is a modern substitution for dry-docks, either floating or graving. The design consists of two finger piers with a series of hoists on either side. The hoists are connected to the lifting platform between the piers. The lifting platform is connected by rails to transfer ships to a 440' x 150' land-based work platform. Once the vessel is "parked" on the flat work platform, it is easy to move people and equipment to and from the vessels, a luxury not experienced with dry docks.

The Coast Guard Yard is the only shipbuilding and repair facility of the United States Coast Guard. Located in Anne Arundel County, MD, it is the Coast Guard's largest, most modern industrial plant. The Yard is responsible for construction, repairs and renovation of vessels, and for the manufacturing of miscellaneous Coast Guard equipment. The Coast Guard Yard employs about 700 civilian employees and 140 military personnel. For information on the Coast Guard Yard and its mission, contact Dorothy Mitchell at (410) 636-7238.

Interagency Initiative on Emergency Response Development

In support of creating more common sense government, the Department of Transportation recently announced a federal interagency agreement to use one plan as guidance for dealing with spills of oil and hazardous substances.

The plan will minimize duplication of effort and unnecessary paperwork for federal, state and local governments. The agreement meets state and local needs and safety assurances required by nine different regulations.

The guidance for oil and hazardous materials leaks, know as the Integrated Contingency Plan, is an agreement signed by the department's Research and Special Programs Administration and U.S. Coast Guard, the Environmental Protection Agency, the Occupational Safety and Health Administration, and the Department of Interior's Minerals Management Service. It was developed under the leadership of the National Response Team with industry, environmental groups and state agencies participating. The plan is intended to give facilities handling oil and hazardous materials a common sense option for meeting emergency planning requirements of sometimes overlapping federal regulations. It includes a core facility response plan for dealing with existing

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USCG Participates in Salem Oil Spill Exercise

federal laws and regulations. The core plan tells emergency responders what they should do to implement the initial stages of a response.

Annexes to the core plan contain information needed to meet specific regulatory requirements, such as a description of the facility's incident command system and data on hazards at the facility. Facility plans prepared to comply with the new guidance will satisfy emergency response planning requirements of the five federal agencies and will be the federally preferred method of such planning.

The New England Power Company (Salem Harbor Station) and the Northeast Petroleum Company sponsored a joint oil spill response exercise at the Salem Harbor Station located in Salem, MA, on Sep. 11-12, 1996.

The area exercise allowed local, state, and federal agencies—including the Environmental Protection Agency, National Oceanographic and Atmospheric Administration, Massachusetts Emergency Management Agency, Massachusetts Coastal Zone Management, Department of Environmental Protection, Chelsea Emergency Management Agency, Boston Fire Department, Salem Fire Department, Salem Police Department, Salem Harbormaster, Beverly Harbormaster, Marblehead Harbormaster, and the U.S. Coast Guard—to test the unified response strategies to be used in the event of major oil spill in Salem Harbor. The exercise was the first Captain of the Port of Boston area exercise sponsored by private industry that was conducted outside the Metropolitan Boston Area.

The drill exercised incident response plans developed by the New England Power Company, the Northeast Petroleum Company, and the Captain of the Port of Boston's area committee. These response plans are designed to protect the environmental and economically sensitive areas of Salem Harbor in the event of an actual oil spill.

The equipment used during the exercise was boats, oil skimming equipment, emergency response vehicles, aircraft, and several thousand feet of oil spill containment boom.

Salem Harbor Station has been in operation since 1952. The plant itself uses 14,000 barrels of oil and 2,400 tons of coal each day in the production of electrical power. The Northeast Petroleum Company is a wholesale petroleum distributor operating a truck loading facility for home heating oil and residual fuels for commercial industries. As part of their ongoing commitment to safety and environmental protection, both of these companies are continually conducting personnel training and drills.

25 Years Without Spilling a Drop

On May 10, 1996 Georgia Gulf and Petroleum Service Corporation celebrated twenty-five years with zero spills in the operation of the Georgia Gulf facility in Plaquemine, Louisiana. The employees of Petroleum Service Corporation-Georgia Gulf Facility were also applauded by the U.S. Coast Guard and Louisiana Department of Environmental Quality for this achievement. Cordell Haymon, President and CEO of Petroleum Service, Tom Swanson and Ed Schmitt, Georgia Gulf Vice Presidents, all agreed that the credit for this amazing record goes to the individuals who conducted these clean, safe operations. Mr. Haymon commented, "To achieve this kind of record requires not only excellent work by the dock operator and tankerman, but also well thought out procedures and well understood, promptly and properly done maintenance, and a mind-set believing the job will be done right the first time, every time." The Prevention Through People (PTP) approach recognizes safe and profitable operations require the constant and balanced interaction technology.

From the beginning, Georgia Gulf expressed a commitment to safe and environmentally sound operations. To assist in this effort, Petroleum Service had input on the design of the dock facilities to make them safer and easier to operate, ensuring a safer work environment. Workforce stability and familiarity with Georgia Gulf's processes

NEWS (CONT'D)

enhanced communications between the two groups, and enabled the introduction of new technologies through the good working relationships between the staffs of Georgia Gulf and Petroleum Service. When Georgia Gulf went to total quality management, Petroleum Service learned along with them how to seek continuous improvement. The result of this aspect of the partnership is seven years without a lost time injury. Thomas Allegetti of the American Waterways Operators commented, "It stands as a shining testament to the operational personnel who have had the hands-on responsibility for its achievement, and to the commitments of management to place real corporate value on safety and environmental protection and to provide your employees with the tools to achieve those goals. This effort shows twenty-five years of Prevention Through People."

Some general information on human factors can be found on the Coast Guard's Research and Development Centers home page. It can be found through the CG home page or directly through their address at: www.rdc.uscg.mil.

Other web sites with human factors related information are: www.dot.gov/dotinfo/uscg/hq/nmc for the National Maritime Center and www.dot.gov/dotinfo/uscg/hq/g-m/moa for the web sit of the U.S. Coast Guard Office of Investigations and Analysis.

USCG R&D Center Human Factors Research Team

The U.S. Coast Guard R&D Center Human Factors Research Team is pleased to announce the launching of the Coast Guard Human Factors web site. In addition to descriptions of all recent and ongoing projects, the site includes the Coast Guard's Human Factors Research Plan, links various maritime and human factors web sites, and the ability to download many of the technical reports and publications which cover our projects. The site may be accessed through the R&DC homepage at the following URL: <http://www.rdc.uscg.mil>, then select "Human Factors" from the first menu.

They welcome feedback on the site, and especially urge you to contact them if you have any problems accessing the site or any of its components. If you have a related website, they invite you to establish a link to their site and to send them your URL for an exchange of information.

Coast Guard Reviewing the Forms Used to Issue Licenses

The Coast Guard is reviewing the license forms currently used in the Merchant Marine licensing program looking to update the forms. The form used for the license as an operator of uninspected towing vessels (OUTV) will be superseded when new regulations eliminate that license. The OUTV will become either a master or mate of towing vessels, and the current license with the printed word "operator" will be obsolete. Another form under critical review is the one used to issue a license as operator of uninspected passenger vessels (OUPV). The OUPV form has printed terminology that is no longer correct due to changes in the law. OUPV licenses are issued with the incorrect terminology lined out and the correct terminology typed above the lined-out area. These licenses are also gender specific by having the preprinted word "he" on the form and do not properly reflect the accomplishments of women who have qualified for the OUPV license. Initially, it is proposed to eliminate the OUPV and the OUTV license forms.

In lieu of the current forms, these licenses would be issued on the existing "green" license form used to issue the majority of Merchant Marine licenses.

This will quickly eliminate outdated forms. A license issued to an operator would have the words "operator of ..." entered in the space following the preprinted words "... licensed to serve as operator of."

A long-term study will review all license forms with the goal of developing one form to be used for all licenses except the master and chief engineer licenses. Interested persons may contact Mr. Stewart Walker, Chief, Licensing and Manning Division, (202) 267-0479, for more information.

NEWS (CONT'D)

Chemical Transportation Advisory Committee (CTAC) Prevention Through People (PEP) Subcommittee Meeting

The second meeting of the Chemical Transportation Advisory Committee's (CTAC) Prevention Through People (PTP) Subcommittee was held in Houston on July 25, 1996. The meeting was held at the local Coast Guard Marine Safety Office Houston-Galveston from 9:30 a.m. to 3:00 p.m.

The subcommittee's chairman, Mr. Cal Bancroft (Ocean Shipholdings, Inc.), initiated the meeting by summarizing the actions to date, explaining the development of the task statement which directs the subcommittee's work. The purpose of this meeting was to discuss the two short-term task, namely recommended revisions to the Coast Guard's Accident Investigation Form (CG-2692) and development of recommendations for ship/shore transfer operations.

Chief Vineski (MSO Houston-Galveston) explained the purpose for the CG-2692 form and how the Coast Guard uses the form to complete investigations. Chief Vineski stated that main use for the form is to report the facts behind a marine incident. A secondary benefit of the form is to collect data, determine trends, and set prevention policies. For minor incidents, which account for a majority of reported accidents, the information on the form is used solely to complete an investigation. For major accidents, the form is used to initiate a major investigation which will uncover the root causes which led to the accident. Since the form is used mainly as a fact-finding tool, the subcommittee directed its focus on revising the form to better reflect the facts behind an incident. The subcommittee agreed the form should not contain any root cause analysis—this would be determined later during an investigation by the industry and the Coast Guard. The subcommittee agreed to remove the "recommendations" description in block #44 of the form since this is not fact-finding, and substitute a determination of "what corrective actions were initiated?" Cal Bancroft requested each subcommittee member to review and comment on his "draft" CG-2692 to ensure that it includes all fact-finding measures.

All members agreed that the accident information contained in the Coast Guard's database is not a true reflection of the marine industry. The subcommittee feels there is inconsistent reporting criteria being delivered by industry because of legal concerns of discovery. The subcommittee is concerned that any information industry submits to the Coast Guard is part of the public record which anyone can access. Mr. Don Ray mentioned that his PTP subcommittee for the National Offshore Safety Advisory Committee (NOSAC) is looking at the information contained in the Coast Guard's computer database to make recommendations for improvement. The subcommittee feels one way for the Coast Guard to receive accurate information is to have industry submit "blind" data to the Coast Guard. The subcommittee suggested a block on the form which identified whether the company was a model company/organization to allow for "relaxed" requirements for submission. Future meetings will address ways to better share information between Coast Guard and industry following a marine accident.

The subcommittee received various copies of industry checkoff lists for ship/shore transfers. The subcommittee realizes there is a myriad of checklists available in industry. For this reason, the subcommittee agreed not to recommend a standardized check-off lists to "fit" all applications. This would not serve industry since checklists are a management tool peculiar to each company. The subcommittee agreed to review industry checklists and provide recommendations concerning good management system items (communications, cargo hazard information cards, etc.) which constitute a good checklist. The subcommittee will look at this issue further during the next PTP meeting.

The next PTP meeting was held on Thursday, September 5th at the Coast Guard Headquarters. Announcement for this meeting was published in the Federal

NEWS (CONT'D)

Lifesaving Equipment Implementation of 1983 Amendments to SOLAS 1974

Register (Vol. 61, No. 157, page 42082) on August 13, 1996. If you are interested in learning more about the PTP Subcommittee, please contact Mr. Cal Bancroft at (713) 579-3700 or LT Rick Raksnis at (202) 267-0084.

The Coast Guard is holding a public meeting and reopening the comment period on its interim rule for lifesaving equipment. The effective dates of the requirements listed in the interim rule will not change. The meeting will be held September 26, 1996, from 10 a.m. to 5 p.m. Comments on the interim rule must be received on or before October 31, 1996. The meeting will be held in room 166, O'Hara Lake Office Plaza, Federal Aviation Administration (FAA) Great Lakes Regional Office, 2300 East Devon Avenue, Des Plaines, IL 60018.

Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA) [CGD 84-069], U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

For further information, contact Mr. Robert Markle, Chief, Lifesaving and Fire Safety Standards Division (G-MSE-4), U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, DC 20593-0001, tel. (202) 267-1444, fax (202) 267-1069. Normal office hours are between 8 a.m. and 5 p.m. Persons wishing to make oral presentations during the meeting should contact Ms. Tanya Lyle at (202) 267-0995. Copies of the interim rule may be obtained by submitting a request by fax at (202) 267-1069.

Requirements for Licensing Mariners Operating Uninspected and Inspected Towing Vessels

The Coast Guard is holding a public meeting on its proposed rule to revise the requirements for licensing mariners operating uninspected as well as inspected towing vessels. The meeting will be held on September 24, 1996, from 9 a.m. to 5 p.m.

Comments on the notice of proposed rulemaking must be received on or before October 17, 1996. The meeting will be held in the hearing room of the Marine Safety Office, 1615 Poydras Street, New Orleans, LA 70112-1289.

Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA) [CGD 94-055], U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, DC 20593-0001 or may be delivered to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

For further information contact LCDR Don Darcy, Operating and Environmental Standards Division (G-MSO-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-0221.

Shipbuilding Safety Reform Seminar

A seminar focusing on safety reform in the U.S. shipbuilding industry will be conducted in Washington, DC on September 20, 1996 at 8:30 a.m. The one-day session, sponsored by MARAD's National Maritime Resources and Education Center, will cover a broad range of topics related to U.S. vessel safety regulations and will feature prominent speakers from the U.S. and international maritime community. For more information, contact Mr. Joseph Byrne, Office of Shipyard Revitalization, U.S. Maritime Administration, (202) 366-1931. The speakers at this seminar include RADM James C. Card, Chief, Marine Safety and Environmental Protection and Lord Donaldson, who has chaired a number of key marine safety investigation in the United Kingdom.

U.S. Pavilion at SMM '96 is Sold Out

In Hamburg on August 12, 1996, the organizers of the Shipbuilding Machinery and Marine Technology Conference and Exhibition announced that the United States Partner Country pavilion for the October 1-5, 1996 event is completely sold out. In fact, the Shipbuilders Council was working with the organizers to try to

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squeeze in one more American shipyard which desires to be represented at this biennial event. SMM '96 is the premier trade show of the year in northern Europe. The importance of this show to the international maritime market is clearly demonstrated by the fact that the entire exhibition space is fully rented for the October event. At this moment ten United States shipyards have confirmed their space in the Partner Country exhibit and the Council is aware of several other yards that are sending observers to the show.

The Association of Ship Brokers and Agents

The Association of Ship Brokers and Agents is now accepting applications for the 18th session of the Home Study course-Basic Principals of Chartering. For further information, please write the Association at ASBA, P.O. Box 738, Millburn, NJ 07041, or call at (201) 376-4144 or fax (201) 376-4145.

AIMS Becomes U.S. Chamber of Shipping

The 28-year-old American Institute of Merchant Shipping last month officially became the U.S. Chamber of Shipping (USC), a name chosen to emphasize that its ranks include U.S. owners of foreign-flagged ships, in addition to U.S.-flag ship owners.

AIMS President Ernie Corrado was succeeded by USCS President and CEO Donald B. Shea, a native New Yorker and lawyer who comes to the Chamber after serving as the U.S. Brewers Association president.

Mariner Course Approvals

SCHOOL	COURSE	EFFECTIVE DATE
BOATWISE Boating School Newburyport, MA	Basic Boating and Safety	August 1, 1996
Brunswick Bar Pilots Assn. St. Simon's Island, GA	Apprentice Training Course	May 1, 1996
Delgado Community College New Orleans, LA	Tankerman-PIC (Barge) Firefighting	August 1, 1996
HP and Associates Sulphur, LA	Tankerman-PIC (Barge) Firefighting	August 1, 1996
Houston Marine Training Services, Pensacola, FL	OUPV License and Master NMT* 100 GT License	August 1, 1996
Maritime Institute San Diego, CA	OUPV License and Master NMT* 100 GT License	August 1, 1996
Kirby Corporation Channelview, TX	Radar Observer (Inland Waters)	August 1, 1996
Two Rivers Marine Training and Consultants Nederland, TX	Tank Barge: Dangerous Liquids	August 1, 1996

NMT - not more than

GT- gross tons

MMD- merchant mariner's document

OUPV- operator of uninspected passenger vessels

PIC- person in charge

The updated list is shown on the World Wide Web at URL:

<http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm>

The G-M World Wide Web

The full, easy and fast transfer of information in the Maritime Community is essential. This newsletter, the *Proceedings* and a number of other publications are all parts of an integrated communications program using today's latest technology. In November 1995, the Marine Safety and Environmental Protection program started its

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World Wide Web operations. The WWW is a new technology that permits rapid transmission of a lot of information, very fast and at fairly low cost. The key word in the preceding sentence is "information". The G-M site is organized along topical, not organizational, lines. The current topical areas are:

Marine Safety Program Information. General Information about the USCG's Marine Safety and Environmental Protection Program. Includes items such as basic program information, phone listings, public speeches, a Key Word Index and information on the business plan.

Lessons Learned. Items of immediate and critical interest to the maritime community an opportunity to share experiences.

Safety Alerts. Quick notices of safety issues to the entire maritime community, of importance, currently or in the future.

Investigations. Information on investigations and related activities including basic information on the USCG Marine Safety investigation program and organization.

Standards, Inspection and Compliance includes the Basic Standards, Inspection, and Compliance Program and Organization Information. (Under Construction)

Response. Information and documents concerning the Coast Guard's Marine Safety and Environmental Response activities.

Maritime Security. Issues of security and information on security requirements.

Publications, Reports and Forms. A wide variety of publications including *The Navigation and Vessel Inspection Circulars*, the *Marine Safety Manual*, the *Marine Safety Newsletter* and the *Proceedings* magazine and various special studies. New is the *Forms* section where two of the forms required for vessel documentation are now posted.

Regulatory Notices, Changes and Final Rules. Marine Safety Federal Register publications of interest to the maritime community from 1995 and 1996. Includes Coast Guard and other federal agency actions.

International Maritime Organization. Files on the IMO and from the IMO.

International Organization for Standardization. The ISO is a major player in the international maritime community. This contains links and files on and from the ISO.

Exam Questions and Approved Schools. Includes all of the questions used in Merchant Mariner Examinations and the current list of approved schools.

Prevention Through People. Files on the USCG's Prevention Through People initiative, including public addresses and studies.

The Sea Partners Program. Files on the USCG's Sea Partner Program.

The URL for the G-M site is:

<http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm>

The World Wide Web and the Internet: A Very Brief Introduction

What is the Internet?

The Internet is a global network of networks allowing computers of all kinds to communicate and share services throughout much of the world.

How does the Internet work? Who owns it?

No one "owns" the Internet. Each country typically has one or more backbone public networks which are connected to each other through a variety of global arrangements. At the regional and local levels, there are tens of thousands of organizations of every conceivable kind building their own enterprise networks and connecting them to national backbones.

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What Internet services exist? What can I do?

Internet access is provided over almost any medium from simple telephone dial-up to satellites or extremely high speed optical fiber connections. Internet services number in the hundreds, and depend upon a combination of the access computer software and the available bandwidth. The most common services are file transfer, World Wide Web, e-mail, and remote computer access.

What is the World Wide Web?

The World Wide Web is one method of publishing information on the Internet. With a "point and click" interface the web provides a fairly simple method of making information available to a large number of people, over great distances and at low cost.

Contributions

Marine Safety Newsletter and Proceedings Magazine welcome manuscript and photo submissions for publication. No payment can be made for manuscripts or photos submitted for publication. However, an author or photo credit byline will be given. The Editor reserves the right to make any editorial changes in manuscripts which she believes will improve the material without altering the intended meaning. All correspondence should be addressed to Cheryl Robinson, Editor, U.S. Coast Guard, National Maritime Center, 4200 Wilson Blvd., Suite 510, Arlington, VA 22203-1804.